



CONSTRUCTION DETAILS:

- INSTALL NEW SIDEWALK AND RAMP (STANDARD NO. MD 655.12 (MOD.)).
- INSTALL STANDARD TYPE A CURB AND GUTTER (STANDARD NO. MD 620.02).
- INSTALL NEW 5 INCH CONCRETE SIDEWALK.
- INSTALL CUT-THROUGH ISLAND OPENINGS WITH MODIFIED TYPE A CURB (STANDARD NO. 655.21 (MOD.)).
- INSTALL MODIFIED TYPE A BACK CURB (0 TO 8 INCH HEIGHT).
- INSTALL TOPSOIL AND SEED.
- INSTALL NEW SIDEWALK AND RAMP (STANDARD NO. MD 655.11 (MOD.)).
- REMOVE EXISTING SIDEWALK.
- CUT MEDIAN NOSE BACK SO THAT THE CROSSWALK WIDTH IS CONTINUOUS. PATCH THE AREA WITH AGGREGATE BASE COURSE AND HMA TO MATCH EXISTING GRADE.

KETTERING DR

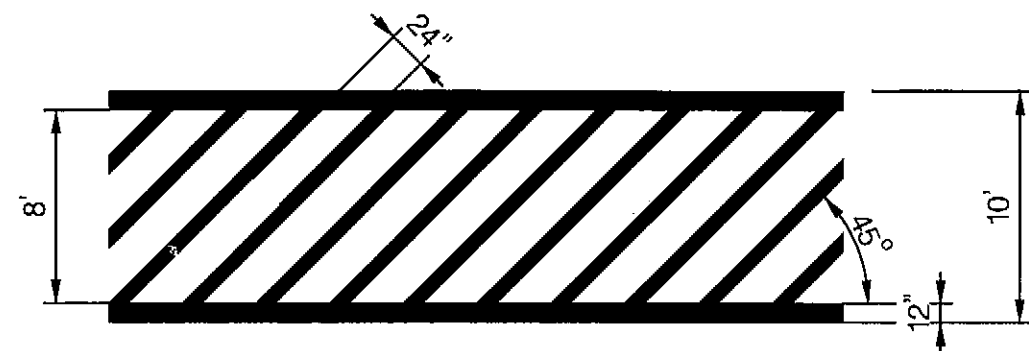
LAKE ARBOR WAY

MD 214 (CENTRAL AVE) WBL

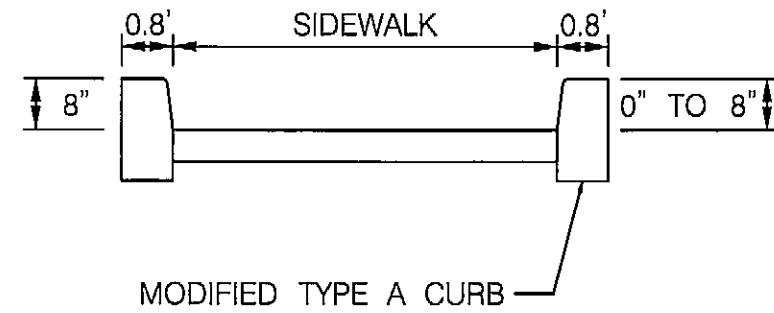
MD 214 (CENTRAL AVE) EBL

GENERAL NOTES

- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- RIGHT-OF-WAY INFORMATION AS SHOWN ON SHA PLATS NUMBERS 49716, 49717, AND 49777.



HATCHED CROSSWALK DETAIL  
NOT TO SCALE



MODIFIED TYPE A CURB DETAIL

APS PUSHBUTTON NOTES:

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIGS. 4E-3 AND 4E-4 AND NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- SIGNAL POLES WITH PUSHBUTTONS MAY HAVE THE FOUNDATION INSTALLED AS PART OF THE CURB OR SIDEWALK OR AS DIRECTED BY THE ENGINEER.



STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 214 (CENTRAL AVENUE) AT  
KETTERING DRIVE /LAKE ARBOR WAY  
KETTERING, MARYLAND

DETAIL SHEET

SCALE: 1" = 20', ADVERTISED DATE: 05/2013 CONTRACT NO. XY1515185

DESIGNED BY AF/AMH COUNTY PRINCE GEORGE'S  
DRAWN BY AF LOGMILE 16021405.93  
CHECKED BY JFL TMS NO. L811  
F.A.P. NO. TOD NO.

TS NO. 1896D DRAWING SG-2 OF 3 SHEET NO. 2 OF 9